

SECTION II
NAVIGATION PUBLICATIONS

NM 39/99

‘SAILING DIRECTIONS CORRECTIONS

PUB 143 6 Ed 1994 LAST NM 36/99

Page 86—Line 20/L; read:
of 6.2m, lies about 0.5 mile NNE of La Malante.
(Span NM 24/99, Section 4) 39/99

Page 94—Line 9/R; read:
Tremalleira, with a least depth of 5m, and Treito de
(Span NM 21/99, Section 4) 39/99

Page 130—Lines 3 to 5/R; read:
110m wide, with depths of 6.5 to 8m.
The Centenario Bridge, a suspension bridge with a vertical clearance of 48.5m, crosses the basin at the N end of Darsena de Alfonso XIII. The Delicias Bridge, at the N end of Muelle de Tablada, is a swing bridge with a horizontal clearance of 40m and a vertical clearance in the closed position of 10.1m.
(PUB 0011/1999) 39/99

Page 156—Lines 21 to 29/L; read:
Anchorage.—Anchorage may be obtained in four areas, best seen on the chart, designated A, B, C, and D. Area C is the anchorage used for quarantine and dangerous cargo.
(BA NP 1, Supp. 7/99) 39/99

Page 159—Line 13/R; read:
Baixa de Sao Joao, with a least depth of 2.4m, lies
(BA NP 1, Supp. 7/99) 39/99

Page 159—Line 18/R; read:
Baixo do Nordeste, with a least depth of 5.8m, and Baixa
(BA NP 1, Supp. 7/99) 39/99

Page 162—Line 22/L; insert after:
Range lights lead into the harbor.
(BA NP 1, Supp. 7/99) 39/99

Page 166—Lines 30 to 32/L; read:
A steam generating plant stands on reclaimed land about 0.4 mile N of Punta del Camello. A conspicuous hotel stands 3 miles SW of Punta del Camello. A conspicuous bell tower stands 3.2 miles SW of Punta Abona.
(BA NP 1, Supp. 7/99) 39/99

Page 167—Lines 29 to 30/L; read:
light is shown from a 24m high tower, with red bands, attached to a dwelling, on the NW side of the point.
(BA NP 1, Supp. 7/99) 39/99

Page 169—Line 27/L; insert after:
There is a speed limit of 7 knots in the inner harbor.
(BA NP 1, Supp. 7/99) 39/99

Page 170—Line 18/L; read:
has depths of 8.5m alongside its outer end, reducing to 4m alongside at its root. Good anchorage, sheltered
(BA NP 1, Supp. 7/99) 39/99

Page 172—Line 33/L; read:
observed E of the channel.
(BA NP 1, Supp. 7/99) 39/99

Page 172—Lines 5 to 6/R; read:
distance. A main light is shown from a tower, at an elevation of 54m, standing near the old light structure.
(BA NP 1, Supp. 7/99) 39/99

PUB 145 7 Ed 1995 LAST NM 31/99

Page 8—Lines 23 to 24/L; strike out.
(BA NM 32/99, Section IV) 39/99

Page 14—Lines 18 to 20/R; read:
red and white horizontally banded octagonal tower. The E shore of Macés Bay, N of the point, consists
(BA NM 32/99, Section IV) 39/99

Page 30—Lines 16 to 17/R; strike out.
(BA NM 32/99, Section IV) 39/99

PUB 157 1 Ed 1995 LAST NM 37/99

Page 71—Line 31/L; read:
Pilotage.—Pilotage is compulsory. Master should advise vessel's ETA 72, 48, and 24 hours prior to arriving pilot station. The pilot boards in
(GIMMB 0009/1999) 39/99

PUB 161 7 Ed 1998 LAST NM 17/99

Page 29—Line 19/R; insert after:
7. All vessels 5,000 grt or over, navigating within the port.
Pilot services are available 24 hours a day throughout the year.
(GIMMB 0010/1999) 39/99

Page 29—Line 26/R; insert after:
Vessels using the South Western Approach requiring a pilot, shall embark or disembark their pilot at Ngan Chau Pilot Boarding Station.
Oil tankers anchoring in the Kau Yu Chau Dangerous Goods Anchorage and hampered vessels entering and leaving through Weat Lamma Channel shall embark and disembark their pilot in the vicinity of Green Island.
(Hong Kong Marine Notice No. 132 of 1999) 39/99

PUB 161 (Continued)

Page 29—Lines 43 to 47/R; read:

pre-arrival notifications to the Director of Marine through Hong Kong coast radio station or by telex, not less than 12 hours before the intended entry into the waters of Hong Kong from the sea or river trade waters or immediately after leaving their last port of call if the intended entry into the waters of Hong Kong is less than 12 hours after leaving such port.

(GIMMB 0010/1999)

39/99

PUB 192 6 Ed 1994 LAST NM 37/99

Page 179—Lines 5 to 7/R; read:

Off-lying Dangers.—**Dan, Skjold, Gorm, Tyra, Regnar, Kraka, Roar, Valdemar, Dagmar, and Rolf** oil/gas fields are situated within 20 miles of position 55° 35'N, 40° 45'E. **Harold, Svend, and South Arne** oil/gas fields are situated about 45 miles NNW of Gorm oil field and about 140 miles WNW of Blavands Huk. They consist of several platforms and

(15(479)99 Kobenhavn)

39/99

PUB 193 7 Ed 1998 LAST NM 38/99

Page 47—Lines 52 to 54/R; read:

Skien Harbor Terminal (59°07.3'N., 9°33.8'E.) is situated at Slevik, on Lauvoyane, at the entrance to Volls fjorden. There are two concrete quays at the terminal, one 135m long and the other 165m long, each with a depth of 11m alongside. The quays are separated by a ro-ro loading ramp, 30m wide, with a depth of 13.3m alongside. Vessels up to 40,000 dwt, 182m in length, 25.9m beam, and 9.9m draft can be accommodated.

(Lloyds Ports 1999; NIMA)

39/99

Page 48—Lines 1 to 6/L; strike out.

(NIMA)

39/99

Page 49—Lines 19 to 55/L; read:

Depths—Limitations.—The harbor is well sheltered and accessible at all times of the year. Cargo vessels up to 167m in length and 9.7m draft, and tankers up to 182m in length and 9m draft can be accommodated.

The port extends along the SE shore of the peninsula. Brevik, Dalsbukta, and Trosvika form the main berthing areas. There are also berths for ro-ro vessels and ferries.

There are 17 quays at Brevik. The largest is 116m long and has depths of 7.1 to 10.6m alongside.

There are seven berths at Dalsbukta. The largest, a bulk quay, is situated on the W side of Eidangerfjord. It is 227m long and has depths of 10.3 to 17m alongside.

At Trosvika, the deepest berth is 31m long and has depths of 7.6 to 17m alongside. The longest is 100m long and has depths of 4.6 to 5.8m alongside.

There is also a new coal terminal quay, 200m long, with a depth of 15m alongside. Vessels up to 275m in length and 14.2m draft can be handled.

Pilotage.—Pilotage is compulsory for commercial vessels of 50 grt and over. For further information concerning pilotage and VTS procedures, see paragraph 3.06.

(NIMA; Lloyds Ports 1999)

39/99

Page 49—Lines 32 to 35/R; read:

Pilotage.—Pilotage is compulsory for commercial vessels of 50 grt and over. For further information concerning pilotage and VTS procedures, see paragraph 3.06.

(NIMA)

39/99

Page 50—Lines 15 to 41/L; read:

Depths—Limitations.—About 2 miles SE of Skien, an overhead cable, with a vertical clearance of 37m, spans the harbor. Menstad Bridge spans the harbor at Skien and has a vertical clearance of 27m over a channel width of 40m.

There are 30 berths lining the banks of the river for 2 miles above the bridge. The railway wharf is the largest. It is 300m long with depths of 6.7 to 11.9m alongside. Vessels up to 85m in length, 14m beam, and 5m draft can be accommodated. Such vessels must be able to pass under the bridge.

Skien Harbor Terminal (59°07.3'N., 9°33.8'E.) provides a deep-water facility. It is situated at Slevik, on the N shore of the entrance to Volls fjorden. For details, see paragraph 3.10.

Aspect.—The entire area along the river, including Skien, is densely built-up and backed by hills. A conspicuous church, with two high spires, stands on a hill in the town, to the N of the river.

Pilotage.—Pilotage is compulsory for commercial vessels of 50 grt and over. For further information concerning pilotage and VTS procedures, see paragraph 3.06.

(NIMA; BA NP 56, Vol. 1)

39/99

Page 50—Lines 50 to 53/L; strike out.

(NIMA)

39/99

Page 50—Lines 1 to 8/R; strike out.

(NIMA)

39/99

Page 51; Graphic/strike out.

(NIMA)

39/99

Page 123—Lines 18 to 21/R; read:

Trubaduren Light (57°36'N., 11°38'E.) is shown from a prominent tower, 25m high and surmounted by a helicopter platform, standing on an islet. A racon is situated at the light.

(BA NP 18; NIMA)

39/99

COAST PILOT CORRECTIONS**COAST PILOT 2 30 Ed 1998 Change No. 8
LAST NM 37/99**

Page 127—Paragraph 121, line 3; read:

marked by a light on a group of rocks where a lighthouse ...

(51/98 CG1)

39/99

COAST PILOT 2 (Continued)

Page 158—Paragraph 166, lines 5 to 6; read:
available on the east side of the harbor. In 1993, a reported
depth of about 8 feet could be carried to the marina.
(CL 680/94) 39/99

Page 169—Paragraph 104, lines 6 to 10; read:
marks the approach to the harbor. In March 1999, the con-
trolling depth in the channel was 7½ feet (8½ feet at mid-
channel) to the yacht basin east of Star Island; the boat basin
northwestward of the island had depths of 9½ feet with
shoaling to 8 feet along the southwest edge. The channel is
marked by private seasonal buoys.
(BP 168609) 39/99

Page 175—Paragraph 233, line 4; read:
165.1 through 165.13, and 165.150, chapter 2, for limits
and regulations.)
(CL 835/99; BP 168368) 39/99

Page 196—Paragraph 284, line 2; read:
165.1 through 165.13, and 165.150, chapter 2, for limits
and regulations.)
(33 CFR 165.150) 39/99

Page 272—Paragraph 4, line 8; read:
the New York State Canal System. The river water is usually
...
(CL 755/99) 39/99

Page 276—Paragraph 79, line 3; read:
light, is on the south side of the point; depths of about 31 feet
are ...
(CL 372/99) 39/99

Page 276—Paragraph 88, line 3; read:
span with a clearance of 3½ feet. The bridge is maintained
in the ...
(CL 212/99) 39/99

Page 277—Paragraph 123, lines 1 to 2; read:
Mid Hudson Bridge (U.S. 44), a fixed span with a clear-
ance of 134 feet, and a fixed railroad bridge with a clearance
...
(CL 29/99) 39/99

Page 278—Paragraph 144, lines 4 to 6; read:
above the highway bridge, 0.9 mile above the mouth. The
bridge has a fixed span with a vertical clearance of 11 feet.
An overhead power cable about 200 yards ...
(CL 518/99) 39/99

Page 281—Paragraph 217, line 2; read:
with the New York State Canal System to form a connecting
...
(CL 755/98) 39/99

Page 281—Paragraph 218, line 1; read:
The **New York State Canal System**, comprising ...
(CL 755/99) 39/99

Page 281—Paragraph 218, line 7; read:
through the New York State Canal System may be obtained
...
(CL 755/99) 39/99

Page 282—Paragraph 221, line 1; read:
Elsewhere in the New York State Canal System, the ...
(CL 755/99) 39/99

Page 282—Paragraph 222, line 2; read:
Canal System are 300 feet in length and 43½ feet in width.
(CL 755/99) 39/99

Page 282—Paragraph 232, line 3; read:
Canal System is as follows: chart 14786, all the canals from
...
(CL 755/99) 39/99

Page 282—Paragraph 223, line 4; read:
New York State Canal System is 15 feet.
(CL 755/99) 39/99

Page 283—Paragraph 6, lines 9 to 11; read:
the-counter cash, Visa, Mastercard, check and money order
sales offices at Distribution Branch, Riverdale (see address
above), and at 222 West 7th Avenue, Box 38, Anchorage, AK
99513-7574, telephone: 907-271-5040.
(CL 277/96) 39/99

COAST PILOT 2 30 Ed 1998 Change No. 9

Page 50—Paragraph 609, line 4; read:
Harbor.

(6) **Anchorage No. 19-A.** An area located west of Hyde
Park enclosed by the coordinates starting at
41°48'35"N., 73°57'00"W.; to
41°48'35"N., 73°56'44"W.; to
41°47'32"N., 73°56'50"W.; to
41°47'32"N., 73°57'10"W.; thence back to
41°48'35"N., 73°57'00"W. (NAD 1983).

(i) No vessel may anchor in Anchorage 19-A from
December 16 to the last day of February without per-
mission from the Captain of the Port, New York.

(ii) No vessel less than 20 meters in length may
anchor in Anchorage 19-A without prior approval of the
Captain of the Port, New York.
(FR 7/20/99) 39/99

COAST PILOT 2 (Continued)

Page 62—Paragraph 1138; read:

(f) Except as provided in paragraph (a)(1) of this section, the draw of the S46 Bridge, at mile 14.0, in Little Ferry, shall open on signal if at least a twenty-four hour advance notice is given by calling the number posted at the Bridge.

(FR 7/20/99)

39/99

Page 64—Paragraphs 1187 to 1189; read:

§117.755 Shrewsbury River.

(a) The Route 36 Bridge, mile 1.8, at Highlands, New Jersey, shall open on signal, except that, from May 15 through October 15, 7 a.m. to 8 p.m., the draw need open only at a quarter before the hour and a quarter after the hour. The owners of the bridge shall provide and keep in good legible condition, two clearance gauges, with figures not less than eight inches high, designed, installed and maintained according to the provisions of §118.160 of this chapter.

(b) The draw of the Monmouth County highway bridge, mile 4.0, at Sea Bright, shall open on signal; except that, from May 15 through September 30, on Saturdays, Sundays, and holidays, from 9 a.m. to 7 p.m., the draw need open only on the hour and half hour. The draw need not be opened at any time for a sailboat, unless it is under auxiliary power or is towed by a powered vessel. The owners of the bridge shall keep in good legible condition two clearance gauges, with figures not less than eight inches high, designed, installed and maintained according to the provisions of §118.160 of this chapter.

(FR 8/13/99)

39/99

Page 65—Paragraph 1227, line 1; read:

(c) The draw of the CSX Transportation bridge, mile 146.2 between ...

(FR 6/29/99; CL 1254/99)

39/99

Page 86—Paragraph 1927, line 1; read:

(2) *General publications.* A currently corrected edition

...

(FR 6/29/99; CL 1254/99)

39/99

Page 93—Paragraph 2213, lines 1 to 2; read:

§167.150 Off New York Traffic Separation Scheme: General.

(FR 6/29/99; CL 1254/99)

39/99

Page 94—Paragraph 2215; read:

§167.151 Off New York: Precautionary areas.

(FR 6/29/99; CL 1254/99)

39/99

Page 94—Paragraph 2225; read:

§167.152 Off New York: Eastern approach, off Nan-tucket.

(FR 6/29/99; CL 1254/99)

39/99

Page 94—Paragraph 2237; read:

§167.153 Off New York: Eastern approach, off Ambrose Light.

(FR 6/29/99; CL 1254/99)

39/99

Page 94—Paragraph 2253; read:

§167.154 Off New York: Southeastern approach.

(FR 6/29/99; CL 1254/99)

39/99

Page 94—Paragraph 2269; read:

§167.155 Off New York: Southern approach.

(FR 6/29/99; CL 1254/99)

39/99

Page 190—Paragraph 177, lines 5 to 6; read:

and lifts to 50 tons are available. In 1994, depths of 6 to 10 feet were reported available.

(CL 710/94)

39/99

Page 243—Paragraph 126, line 5; read:

Island; and 12 feet for the fixed span across Island Creek.

(CL 1665/98)

39/99

COAST PILOT 3

33 Ed 1997

Change No. 29

LAST NM 38/99

Page 119—Paragraph 72, lines 2 to 6; read:

west of Cape May Inlet. In 1998-April 1999, the controlling depth was 11 feet in the channel through Cape May Inlet to the inner ends of the jetties, thence 11 feet to the Coast Guard large wharf on the south side of the harbor, thence 9 feet at midchannel to Schellenger Landing at ...

(BPs 166513-14, 168229; CL 794/98; CL 699/99)

39/99

Page 124—Paragraph 46, line 1; read:

Supplies, repairs, and berthing facilities are ...

(CL 1073/95)

39/99

Page 125—Paragraph 63, line 5; read:

supplies, and berths; repairs can be made; largest lift, 25 tons.

(CL 1073/95)

39/99

Page 141—Paragraph 156, lines 8 to 15; read:

project at the highway bascule bridge in Salem. In April 1999, the controlling depths were 13 feet to Light 14, thence 16 feet through the landcut with 14 to 16 feet in the basin, thence 16 feet to the head of the project near the highway bascule bridge at Salem, except for shoaling to 12 feet in the north half of the project in the vicinity of Light 11. Above the bridge, in 1976, ...

(CL 657/99; BPs 168273-75)

39/99

Page 144—Paragraph 221, lines 5 to 7; read:

shallow flats for 1.1 miles from the mouth. In 1993, the controlling depths were 4½ feet in the entrance channel, thence 3 feet on the centerline to Bridgeport, and thence 1 foot ...

(BPs 168078-79)

39/99

COAST PILOT 2 (Continued)

Page 158—Paragraph 19, lines 7 to 9; read:
velocity is about 0.9 knot. In April 1999, the midchannel
controlling depth in the dredged entrance channel between
the jetties was 9 feet. Gasoline and diesel fuel can be
obtained at a yacht club on ...
(BP 168612; CL 936/99) 39/99

Page 158—Paragraph 22, lines 7 to 11; read:
Lewes and 0.5 foot at Rehoboth Beach. In April 1999, the
controlling depth was 9 feet in the Roosevelt Inlet channel,
thence 5½ feet to the inner end of the jetties, thence 2 feet at
midchannel southeastward to the turning basin at Lewes,
thence 2½ feet in the turning basin; thence in 1984, 4 feet on
...
(BPs 168612-14; CL 936/99) 39/99

Page 177—Paragraph 83, lines 3 to 7; read:
Allied-Signal, Hopewell Plant Pier (37°18'28"N.,
77°15'55"W.), about 0.8 mile southeastward of **City Point**, is
622 feet long with berthing on both north and south sides
and has 25 feet reported alongside. The pier is used for
receipt of phenol, sulphur, oleum, and fuel oil for plant con-
sumption and shipment of dry bulk ammonium sulfate.
(PS 11/93) 39/99

Page 177—Paragraph 84; read:
Regional Enterprises, Hopewell Wharf (37°18'46"N.,
77°16'11"W.), has a 90-foot face with 300 feet of berthing
space and 23 feet alongside. The wharf receives crude oil,
petroleum products and fertilizer.
(PS 11/93) 39/99

Page 177—Paragraph 85; read:
Tidewater Materials, Hopewell Concrete Plant Wharf
(37°18'49"N., 77°16'16"W.) has a 400-foot face with 400
feet of berthing space and 10-18 feet alongside. The wharf
receives sand and gravel.
(PS 11/93) 39/99

Page 243—Paragraph 191, line 4; read:
southwest end of the lane runs over a discontinued spoil area.
The lane, ...
(NOS 12278) 39/99

COAST PILOT 3 33 Ed 1997 Change No. 30

Page 142—Paragraph 168, lines 8 to 9; read:
28-38 feet were reported alongside; deck height, 15 feet.
The storage capacity at the terminal is 8.8 million barrels.
Water is available on ...
(PS 8/98) 39/99

Page 142—Paragraph 176, lines 3 to 8; read:
Co., Chambers Works Main Wharf. The 550-foot offshore
wharf (39°41'37"N., 75°30'39"W.) provides 715 feet of ber-
thing space. Depths of 33 feet are reported alongside with a
deck height of 10½ feet. Acids and organic chemicals are

handled at the wharf with a rail connection to the rear.
(PS 8/98) 39/99

Page 142—Paragraph 180; insert after:
**Port of Wilmington, Marine Terminal Wharf, Berths
1-7** (39°43'06"N., 75°31'25"W.): 3,435-foot face and ber-
thing space, 35-38 feet alongside; deck height, 12 feet;
46,400 square feet covered storage area; two steel storage
tanks with a capacity of 3 million gallons; rail and highway
connections; receipt and shipment of general cargo and auto-
mobiles; receipt of dry bulk commodities, including gypsum
rock, and of fruit, wood pulp, lumber, and miscellaneous
chemicals; owned by Diamond State Port Corp., and oper-
ated by Port of Wilmington.
(PS 8/98) 39/99

Page 142—Paragraph 181; read:
Port of Wilmington, Marine Terminal Floating Berth
(39°43'01"N., 75°31'05"W.): offshore wharf with 515-foot
face and berthing space, 35 feet alongside; one refrigerated
storage tank with a capacity of 6 million gallons; rail and
highway connections; receipt and shipment of orange juice
concentrate and automobiles; owned by Diamond State Port
Corp., and operated by Port of Wilmington.
(PS 8/98) 39/99

Page 142—Paragraph 182, lines 1 to 6; read:
**Delaware Terminal Co., Port of Wilmington, Marine
Terminal Tanker Berth** (39°42'58"N., 75°30'51"W.) is
owned by the U.S. Government and operated by Delaware
Terminal Co., Inc. The wharf has a 50-foot face and can
accommodate vessels up to 1,000 feet with dolphins. Depths
of 38 feet are reported alongside; deck height, 12 ...
(PS 8/98) 39/99

Page 143—Paragraph 213; read:
Oceanport Industries Pier (39°48'06"N., 75°25'59"W.):
36-foot face, 36 feet alongside; deck height, 16 feet;
500,000-barrel storage capacity; receipt of dry bulk com-
modities; owned and operated by Oceanport Industries, Inc.
(PS 8/98) 39/99

Page 143—Paragraph 214; read:
General Chemical Corp., Delaware Works Upper Pier
(39°48'09"N., 75°25'51"W.): lower side 744 feet long; 18-30
feet alongside; deck height, 12 feet; upper side 747 feet long;
18-30 feet alongside; deck height, 12 feet; storage tanks to
1,042,000 gallons; shipment of sulfuric acid; owned and
operated by General Chemical Corp.
(PS 8/98) 39/99

Page 143—Paragraph 215; read:
**Sun Refining and Marketing Co., Marcus Hook Wharf
No. 3C** (39°48'22"N., 75°25'18"W.): face 120 feet long,
1,000 feet of berthing space; 39 feet alongside; deck height,
15 feet; 14.25-million-barrel storage capacity; receipt and
shipment of petroleum products, liquified petroleum gas, and
petrochemicals; receipt of crude oil, bunkering vessels;

COAST PILOT 3 (Continued)

owned and operated by Sun Refining and Marketing Co., a subsidiary of Sun Oil Co. Inc.
(PS 8/98) 39/99

Page 143—Paragraph 216; read:

Sun Refining and Marketing Co., Marcus Hook Wharf Nos. 3A and 3B (39°48'26"N., 75°25'05"W.): face 71 feet long, 1,000 feet of berthing space; 38 feet alongside; deck height, 15 feet; receipt and shipment of petroleum products, petrochemicals, and liquified petroleum gas, receipt of crude oil, bunkering vessels; owned and operated by Sun Refining and Marketing Co., a subsidiary of Sun Oil Co. Inc.
(PS 8/98) 39/99

Page 143—Paragraph 217; read:

Sun Refining and Marketing Co., Marcus Hook Wharf Nos. 2 and 2C (39°48'30"N., 75°24'56"W.): wharf face 90 feet long, 650 feet of berthing space; 38 feet alongside; upper side 500 feet long, 440 feet of berthing space; 20 to 38 feet alongside; deck height, 15 feet; receipt and shipment of petroleum products, receipt of crude oil, shipment of petrochemicals, and bunkering vessels; owned and operated by Sun Refining and Marketing Co., a subsidiary of Sun Oil Co. Inc.
(PS 8/98) 39/99

Page 143—Paragraph 218; read:

Sun Refining and Marketing Co., Marcus Hook Wharf, Nos. 1, 1B, and 1C (39°48'35"N., 75°24'47"W.): wharf face 80 feet long, 600 feet of berthing space; 20 feet alongside; lower side 500 feet long, 470 feet of berthing space, 20 feet alongside; upper side 470 feet long, 20 feet alongside; deck height, 15 feet; receipt and shipment of petroleum products, and bunkering vessels, receipt of crude oil; owned and operated by Sun Refining and Marketing Co., a subsidiary of Sun Oil Co. Inc. and Hays Tug and Launch Service Inc.
(PS 8/98) 39/99

Page 144—Paragraph 219; read:

Tosco Refining Co., Marcus Hook Wharf, Dock Nos. 1 and 2 (39°48'47"N., 75°24'27"W.): offshore wharf, upper and lower sections connected by a steel catwalk provide 1,400 feet of berthing space with dolphins, 40 feet alongside; deck height, 10½ feet; storage capacity 3½ million barrels; receipt and shipment of petroleum products, receipt of crude oil; owned and operated by Tosco Refining Co.
(PS 8/98) 39/99

Page 144—Paragraph 220; read:

Tosco Refining Co., Marcus Hook Barge Wharf (39°48'50"N., 75°24'18"W.): 500-foot face, 34 feet alongside; rear of face 480 feet, 20 feet alongside; deck height, 14 feet; receipt and shipment of petroleum products, receipt of crude oil; owned and operated by Tosco Refining Co.
(PS 8/98) 39/99

Page 186—Paragraph 143, lines 4 to 6; read:
the mouth of the creek. In July 1997, the controlling depths

were 2½ feet (5½ feet at midchannel) from the entrance to Daybeacon 8, thence 5 feet to the landing 0.3 mile above the mouth of the creek. The oysterhouse ...
(BP 163316; CL 1503/97) 39/99

Page 192—Paragraph 43, lines 3 to 4; read:

and a turning basin inside. In 1994, the channel had a controlling depth of 2½ feet with 5 feet in the basin.
(BPs 154482-83; CL 257/95) 39/99

Page 220—Paragraph 86, lines 3 to 4; read:

Broad Creek. In 1994, the controlling depth was 2½ feet (3½ feet at midchannel). The northerly approach from Big Annemessex ...
(BPs 154666-69; CL 290/95) 39/99

Page 221—Paragraph 102, lines 4 to 5; read:

and several small piers at the fishing village of **Wenona**. In 1994, the controlling depth was 2 feet.
(BP 154660; CL 288/95) 39/99

Page 221—Paragraph 103, lines 3 to 7; read:

to an anchorage basin at the north end of Deal Island. In 1994, the midchannel controlling depth was 5½ feet from the entrance to the anchorage basin, thence depths of 3 to 9 feet were in the basin except for shoaling to less than 1 foot along a sandspit that extends about 80 feet into the ...
(BP 154605; CL 279/95) 39/99

Page 224—Paragraph 176, lines 3 to 5; read:

Chesapeake Bay. In 1994, the midchannel controlling depth was 6½ feet from the Choptank River to the highway bridge, thence 2½ feet (5½ feet at midchannel) to Chesapeake ...
(BPs 154479-81; CL 256/95) 39/99

Page 244—Paragraph 197, lines 5 to 6; read:

east fork of the river 3.2 miles above the mouth. In 1972-1994, the controlling depth was 5½ feet (8½ feet at midchannel) to the anchorage basin; thence in 1994, 8 feet in the basin with lesser depths along the sides.
(BP 154478; CL 251/95) 39/99

COAST PILOT 3 33 Ed 1997 Change No. 31

Page 78—Paragraph 1495, line 1; read:

(2) *General publications.* A currently corrected edition ...
(FR 6/29/99; CL 1254/99) 39/99

Page 86—Paragraph 1846; read:

§167.150 Off New York Traffic Separation Scheme: General.
(FR 6/29/99; CL 1254/99) 39/99

Page 86—Paragraph 1848; read:

§167.151 Off New York: Precautionary areas.
(FR 6/29/99; CL 1254/99) 39/99

COAST PILOT 3 (Continued)

Page 87—Paragraph 1858; read:

§167.152 Off New York: Eastern approach, off Nantucket.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1870; read:

§167.153 Off New York: Eastern approach, off Ambrose Light.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1886; read:

§167.154 Off New York: Southeastern approach.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1902; read:

§167.155 Off New York: Southern approach.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1915; read:

§167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1918; read:

§167.201 In the approaches to Chesapeake Bay: Precautionary area.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1921; read:

§167.202 In the approaches to Chesapeake Bay: Eastern approach.

(FR 6/29/99; CL 1254/99) 39/99

Page 87—Paragraph 1931; read:

§167.203 In the approach to Chesapeake Bay: Southern approach.

(FR 6/29/99; CL 1254/99) 39/99

Page 183—Paragraph 75, line 2; read:

about 2.5 miles above the entrance, has reported depths of 10 ...

(CL 710/94) 39/99

Page 183—Paragraph 76, lines 9 to 11; read:

supplies are available. The depth at the face of the dock is 42 feet. Hull and engine repairs can be made; marine railway, 42 feet; lift capacity, 5 tons.

(CL 710/94) 39/99

**COAST PILOT 6 29 Ed 1999 Change No. 4
LAST NM 25/99**

Page 129—Paragraph 97, line 6; read:

the **New York State Canal System**. The harbor comprises ...

(CL 755/99) 39/99

Page 131—Paragraph 106, line 1; read:

The **Oswego Canal** of the New York State Canal ...

(CL 755/99) 39/99

Page 131—Paragraph 106, line 5; read:

York State Canal System datum. (For information on the ...

(CL 755/99) 39/99

Page 330—Paragraph 37, line 1; read:

The Vessel Traffic Center, call sign "Soo Traffic," is operated ...

(CL 855/99) 39/99

Page 336—Paragraph 105, line 2; read:

at the direction of the Chief Lockmaster on duty.

6. Vessel will remain in radio contact with each other and the Chief Lockmaster at all times until clear of the lock area.

(CL 447/99) 39/99

Page 343—Paragraph 61, lines 4 to 5; read:

about 3.5 miles into Tahquamenon Bay. The entrance to the ...

(CL 333/99) 39/99

Page 343—Paragraph 64, line 1; read:

Channels.—The harbor is entered from Whitefish Bay ...

(CL 333/99) 39/99

Page 347—Paragraph 157, line 2; read:

(46°58.1'N., 88°25.9'W.), 68 feet above the water, is shown from a ...

(LL/99) 39/99

Page 349—Paragraph 202, line 1; read:

Eagle Harbor Light (47°27.6'N., 88°09.5'W.), 60 feet ...

(LL/99) 39/99

Page 351—Paragraph 230, line 6; read:

90°48.6'W.), 33 feet above the water, is shown from a white ...

(LL/99) 39/99

Page 362—Paragraph 379, line 2; read:

91°46.7'W.), 31 feet above the water, is shown from a white column ...

(LL/99) 39/99

Page 362—Paragraph 384, line 1; read:

Two Harbors Light (47°00.8'N., 91°39.8'W.), 78 feet ...

(LL/99) 39/99

Page 366—Paragraph 460, line 3; read:

(48°11.5'N., 88°25.3'W.), 40 feet above the water, is shown from a ...

(LL/99) 39/99

COAST PILOT 6 (Continued)

Page 374—Paragraph 6, lines 9 to 11; read:
 over-the-counter cash, Visa, Mastercard, check and money
 order sales offices at Distribution Division, Riverdale (see
 address above), and at 222 West 7th Avenue, Box 38,
 Anchorage, Alaska 99513-7574, telephone: 907-271-5040.
 (CL 277/99) 39/99

COAST PILOT 6 29 Ed 1999 Change No. 5

Page 131—Paragraph 117, line 1; read:
New York State Canal Oswego Terminal ...
 (CL 755/99) 39/99

Page 132—Paragraph 154, line 7; read:
 River and the New York State Canal, which connects with ...
 (CL 755/99) 39/99

Page 132—Paragraph 154, line 10; read:
 Terminal of the New York State Canal System and the head
 ...
 (CL 755/99) 39/99

Page 149—Paragraph 94, line 1; read:
 The **New York State Canal System** is entered ...
 (CL 755/99) 39/99

Page 153—Paragraph 133, line 7; read:
 terminus of the Erie branch of the **New York State Canal ...**
 (CL 755/99) 39/99

Page 368—Paragraph 4, line 3; read:
 entrance to the New York State Canal System. The lock has
 ...
 (CL 755/99) 39/99

Page 368—Paragraph 7, line 1; read:
 The **New York State Canal System**, built and ...
 (CL 755/99) 39/99

Page 368—Paragraph 7, line 9; read:
 Canal System may be obtained from the New York State ...
 (CL 755/99) 39/99

Page 368—Paragraph 9; read:
Chart Datum, New York State Canal.-The plane of ref-
 erence for depths shown on charts of the New York State
 Canal System is normal pool level.
 (CL 755/99) 39/99

Page 368—Paragraph 17, lines 1 to 3; read:
New York State Canal, Chart Coverage.-The National
 Ocean Service provides chart coverage of the New York
 State Canal System from the Hudson River at Troy, NY, as ...
 (CL 755/99) 39/99

Page 370—Paragraph 19, line 1; read:
 Elsewhere in the New York State Canal System, the ...
 (CL 755/99) 39/99

Page 370—Paragraph 21, line 1; read:
Locks.-The New York State Canal System has a ...
 (CL 755/99) 39/99

Page 371—Paragraph 39, line 5; read:
 State Canal System extends SE from shore and is marked at
 ...
 (CL 755/99) 39/99

Page 372—Paragraph 62, line 1; read:
Wharf.-A terminal of the New York State Canal ...
 (CL 755/99) 39/99

COAST PILOT 6 29 Ed 1999 Change No. 6

Page 230—Paragraph 266, line 3; read:
Presque Isle Light (45°21.4'N., 83°29.5'W.), 123 feet above
 the ...
 (LL/99) 39/99

Page 235—Paragraph 349, line 5; read:
 NW from the point. **Bois Blanc Light** (45°48.6'N.,
 84°25.3'W.), ...
 (LL/99) 39/99

Page 250—Paragraph 173, lines 1 to 2; read:
Frankfort North Breakwater Light (44°37.9'N.,
 86°15.1'W.), 72 feet above the water, is shown from a square
 ...
 (LL/99) 39/99

Page 265—Paragraph 359, line 1; read:
St. Joseph North Pierhead Light (42°07.0'N., ...
 (LL/99) 39/99

Page 269—Paragraph 388, lines 1 to 2; read:
 In 1991, the controlling depths were 6 feet in the E half of
 the entrance channel to West Pierhead Light (in May 1999,
 much lesser depths were reported in the W half), ...
 (8/99 CG9) 39/99

Page 295—Paragraph 656, lines 2 to 3; read:
 reported controlling depth of 9 ½ feet in 1993. Transient
 berths, gasoline, diesel fuel, water, ice, electricity, sewage
 pump-out, launching ramps, haul-out to 70 tons, and full ser-
 vice marine repairs are available. The harbormaster moni-
 tors VHF-FM channel 16.
 (CL 1904/94) 39/99

Page 296—Paragraph 673; strike out.
 (CL 1904/94) 39/99

COAST PILOT 6 (Continued)

Page 297—Paragraph 677; strike out.

(CL 1904/94)

39/99

Page 297—Paragraphs 693 to 694; strike out.

(CL 1904/94)

39/99

Page 297—Paragraph 696, line 3; read:

Detached 21- and 20-foot depths are 1.1 miles NE and 1.3 miles ...

(CL 1904/94)

39/99

Page 297—Paragraph 701, lines 2 to 3; read:

Electric Power Co., about 5.6 miles NW of Wind Point. Two stacks at the powerplant, the northernmost lighted, are prominent ...

(CL 1904/94)

39/99

Page 297—Paragraph 701, lines 9 to 10; read:

1993, it was reported that the slip was being maintained to a depth of about 20 feet. Strong currents may exist at the W end of the slip ...

(CL 1904/94)

39/99

Page 297—Paragraph 703, lines 4 to 5; read:

more. A rock jetty extends lakeward from the N side of the mouth of the creek. A row of submerged piling extends about 200 feet lakeward from the end of the rock jetty. Another pier extends from the S side of ...

(CL 1904/94)

39/99

Page 301—Table, item 35; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
35	Kinnickinnic Ave. bridge	High-way	1.67			100	12	Bascul. Note 1.

(CL 147/99)

39/99

Page 304—Paragraph 782, lines 1 to 2; read:

Port Washington Breakwater Light (43°23.1'N., 87°51.6'W.), 78 feet above the water, is shown from a white ...

(LL/99)

39/99

Page 309—Paragraph 819, line 1; read:

Manitowoc Harbor is not adapted for anchorage, but ...

(NOS 14922)

39/99

Page 311—Paragraph 853, line 1; read:

Kewaunee Pierhead Light (44°27.5'N., 87°29.8'W.), 45 ...

(LL/99)

39/99

COAST PILOT 6 (Continued)

Page 311—Paragraph 868, line 1; read:

Algoma Light (44°36.4'N., 87°25.8'W.), 48 feet above ...
(LL/99) 39/99

Page 312—Paragraph 890, lines 4 to 6; read:

and sizes of craft.
(CL 854/99) 39/99

Page 312—Paragraph 892; read:

Towage.—Tugs to 2,000 hp are available at Sturgeon Bay from Selvick Marine Towing Corporation. Arrangements are made through their dispatch office in Sturgeon Bay at 920-743-6016. Tugs are also available from Green Bay. (See Towage under Green Bay.) The tugs monitor VHF-FM channel 16.
(CL 854/99) 39/99

Page 313—Paragraph 895; strike out.

(CL 854/99) 39/99

Page 313—Paragraph 908, line 8; read:

Baileys Harbor Directional Light (45°04.2'N., 87°07.2'W.), at the NW corner ...
(LL/99) 39/99

Page 320—Table, add before item 19:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
18A	Appleton-Tri-County Expressway	Highway	28.06			100	54	Fixed.

(CL 179/99) 39/99

Page 324—Paragraph 1071, line 1; read:

Menominee Peirhead Light 4 (45°05.8'N., 87°35.2'W.), ...
(LL/99) 39/99

Page 325—Paragraph 1099; read:

Escanaba Light (45°44.8'N., 87°02.2'W.), 45 feet above ...
(LL/99) 39/99

Page 329—Paragraph 16; read:

In Canadian Lock—length, 225; width, 49; depth, 9½.
(CL 855/99) 39/99

Page 330—Paragraph 44, line 3; read:

Passage. **De Tour Reef Light** (45°56.9'N., 83°54.2'W.), 74 feet ...
(LL/99) 39/99

Page 336—Paragraph 90, lines 4 to 5; read:

FM channels 14 and 16; call sign, WUE-21. The voice call for

COAST PILOT 6 (Continued)

the station is WUE-21 or Soo Locks. Upbound vessels intending to ...
(CL 855/99) 39/99

Page 337—Paragraph 109, lines 2 to 3; read:
St. Marys River parallel to St. Marys Falls Canal. (See **Canadian Sailing Directions,-Great Lakes, Volume II, Chapter 12, St. Marys River**, for additional Information.)
(CL 841/99) 39/99

Page 340—Paragraph 8, line 1; read:
General description.-Lake Superior, the largest fresh-water ...
(CL 1960/94) 39/99

Page 342—Paragraph 54, line 4; read:
charts 14961, Lake Superior.
(CL 1960/94) 39/99

Page 343—Paragraph 60, lines 8 to 10; read:
point.
(CL 333/99) 39/99

Page 345—Paragraph 120, lines 1 to 2; read:
Presque Isle Harbor Breakwater Light (46°34.5'N., 87°22.5'W.), 56 feet above the water, is shown from a white cylindrical ...
(LL/99) 39/99

COAST PILOT 6 29 Ed 1999 Change No. 7

Page 47—Paragraphs 595 to 596; strike out.
(CL 378/99) 39/99

Page 48—Paragraphs 667 to 670; read:
(b) The draw of the US2 Bridge, mile 91.8, over Lake Champlain, between South Hero Island and North Hero Island, shall operate as follows:
(1) The draw shall open on signal on the hour and the half hour from May 15th through October 15th from 8 a.m. to 8 p.m. daily.
(2) The draw shall open on signal from May 15th through October 15th from 8 p.m. to 8 a.m. if at least four hours notice is given by calling the number posted at the bridge.
(3) The draw shall open on signal from October 16th through May 14th if at least four hours notice is given by

calling the number posted at the bridge.
(FR 5/25/99; CL 964/99) 39/99

Page 50—Paragraphs 724 to 727; read:
(b) The draw of the US2 Bridge, mile 91.8, over Lake Champlain, between South Hero Island and North Hero Island, shall operate as follows:
(1) The draw shall open on signal on the hour and the half hour from May 15th through October 15th from 8 a.m. to 8 p.m. daily.
(2) The draw shall open on signal from May 15th through October 15th from 8 p.m. to 8 a.m. if at least four hours notice is given by calling the number posted at the bridge.
(3) The draw shall open on signal from October 16th through May 14th if at least four hours notice is given by calling the number posted at the bridge.
(FR 5/25/99; CL 964/99) 39/99

Page 159—Paragraph 209, lines 7 to 9; read:
and unmarked with numerous turns. Because of changing conditions, mariners are advised to seek local knowledge before transiting the creek. Several marinas in the ...
(NOS/99) 39/99

Page 163—Paragraph 262, lines 5 to 12; read:
the wharves on either side of the river. Lights mark the outer ends of the breakwaters and the piers at the river mouth. In May 1998, the controlling depths were 18 feet (20 feet at midchannel) in the basin, thence 24 feet at midchannel in the dredged river channel.
(BP 165905; CL 1557/98; CL 1658/97) 39/99

Page 166—Paragraph 334, line 2; read:
during certain weather conditions. The center pier abutment of a former railroad swing bridge, about 1.72 miles above the river entrance, has been removed to about 4 feet below water level; mariners are advised to use extreme caution when transiting the area.
(CL 1669/98) 39/99

Page 167—Table, item 2; strike out.
(CL 1669/98) 39/99

Page 173—Table, add before item 23:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
22A	I-490 Bridge	High-way	4.79			110	101	Fixed.

(CL 272/96)

39/99

COAST PILOT 6 (Continued)

Page 182—Paragraph 588, line 8; read:

vessels should pass **Safe Water Lighted Buoy ...**

(LL/99)

39/99

Page 193—Paragraph 30, line 1; read:

Detroit River Light (42°00.0'N., 83°08.5'W.), 55 feet ...

(LL/99)

39/99

Page 198—Table, Note 1; read:

Note 1.—See **33 CFR 117.1 through 33 CFR 117.59**, chapter 2, for drawbridge regulations.

(FR 2/25/99; CL 378/99)

39/99

Page 202—Paragraph 209; strike out.

(CL 298/96)

39/99

Page 205—Paragraph 28, lines 7 to 12; read:

mouth. In 1992-1996, the controlling depths were 5 feet through the mouth of the river to Clinton Harbor Inner Light with shoaling to 1 foot along the N channel edge at about 42°35'42.0"N., 82°46'31.5"W., and shoaling to bare in the basin, thence 2 ½ feet upstream from the light to Anderson Marine with a ½ foot shoal in the S half of the channel at about 42°35'41.2"N., 82°46'38.0"W., thence shoaling to bare to Sundog Marina, thence 3 feet to Dickerson Avenue bridge with shoaling to bare in the S half of the channel approaching the bridge, thence 4 feet to Cass Avenue bridge ...

(BP 150679; BPs 161949-58; 26/98 CG9)

39/99

Page 215—Table, change item 2 and strike out Note 2:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
2	Military St. Bridge	Highway	0.33			73	13	Bascule. Note 1.

(CL 700/98)

39/99

Page 222—Paragraph 114, lines 3 to 4; read:

Point. A stack on the N side of the river in the village of **Sebewaing, Mich.**, is prominent.

(CL 2038/98)

39/99

Page 222—Paragraph 116, line 1; read:

Bridge.-A fixed railroad bridge with a clearance of 9 ...

(CL 2038/98; NOS 14863)

39/99

Page 223—Paragraph 133 to Paragraph 134, line 3; read:

Towage.-A 4,000 hp tug, GREGORY J. BUSCH, is also available at Bay City. Arrangements are made through Busch Marine Services, at 517-754-2507 or 517-751-3847, or by contacting the tug on VHF-FM ...

(CL 2040/98; CL 1950/94)

39/99

COAST PILOT 6 (Continued)

Page 224—Table, change item 6 and strike out item 35:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
6	Woodside Street Bridge	High-way	4.99			150	25	Bascul. Note 1.

(CL 269/96; CL 634/99)

39/99

Page 227—Paragraph 203, lines 4 to 6; read:

the W and E sides of the river, respectively. A prominent black water tank is 1.2 miles NW of the mouth of the river; the tank is lighted.

(CL 2039/98)

39/99

Page 229—Paragraph 237, lines 4 to 5; read:

chapter 2, for drawbridge regulations.) An overhead cable 0.8 mile above the ...

(CL 284/96)

39/99

Page 230—Paragraph 259, line 7; read:

about 100 feet E of the visible wreck. A lighted buoy with a racon 0.2 mile ...

(CL 284/96; LL/99)

39/99

Page 250—Paragraph 166, line 4; read:

and wooded on the E side. A 100-foot high abandoned light-house is on the SE ...

(CP 997/95)

39/99

Page 265—Table, items 6 and 18; strike out.

(CL 1642/80; CL 535/95)

39/99

Page 283—Table, items 15 and 29; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
15	Madison St. bridge	High-way	1.90			168	18	Bascul. Notes 1 and 3.
29	Cermak Rd. bridge	High-way	4.05			140	17	Bascul. Note 1.

(CL 714/99; CL 270/96)

39/99

COAST PILOT 6 (Continued)

Page 284—Table, item 56; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
56	North Damen Ave. bridge	High-way	5.59			118	24	Fixed.

(CL 719/99)

39/99

Page 292—Paragraph 618, lines 10 to 12; read:
as follows: green, 10 minutes; red, 10 minutes. These lights operate 24 hours during good weather.

(CL 1890/98)

39/99

Page 295—Paragraph 651, lines 4 to 5; read:
the submerged rock off the mouth of Barnes Creek, about 3.5 miles N of Winthrop Harbor.

(CL 1904/94)

39/99

Page 295—Paragraph 658; read:

Prairie Cove is a small-craft harbor on the Illinois-Wisconsin State boundary. There is a private marina in the harbor. The harbor is marked by private lights and buoys. In August 1993, the reported controlling depth in the harbor was 8 feet. The Harbormaster monitors VHF-FM channels 16 and 9.

(CL 1904/94)

39/99

Page 296—Paragraph 666; read:

Harbor regulations.—A **slow no-wake speed limit** exists in the area from the breakwaters at the E end of the harbor entrance to above the 50th street bridge at the end of the basin.

(CL 1904/94)

39/99

Page 296—Table, item 1; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
1	Main St. bridge	High-way	0.31			90	18	Bascule. Note 1.

(CL 278/98)

39/99

COAST PILOT 6 (Continued)

Page 306—Table, item 1; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
1	S. Eighth St. bridge	Highway	0.69			75	14	Bascul. Note 1.

(CL 805/96)

39/99

Page 309—Table, change item 2 and strike out Note 3:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
2	Tenth St. bridge	Highway	0.43			120	14	Bascul. Note 1.

(CL 199/90)

39/99

Page 320—Table, item 25; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
25	Appleton-Oneida St. bridge	Highway	31.74			30	10	Bascul. Note 3.

(BB/84; NOS 14916)

39/99

Page 321—Table, item 30; read:

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
30	Little Lake des Morts bridge	Highway	35.94			217	54	Fixed. Navigation through E center span.

(CL 47/84)

39/99

COAST PILOT 6 29 Ed 1999 Change No. 8

Page 44—Paragraph 517, lines 4 to 5; read:
 radiotelephone message will change to: Union Pacific Railroad

COAST PILOT 6 (Continued)

Bridge at Mile 151.2, Illinois River, is closed to ...
(FR 6/29/99; CL 1254/99) 39/99

Page 48—Paragraph 638, line 1; read:

(c) The draws of the CSX Transportation railroad bridges, miles 4.02 ...
(FR 6/29/99; CL 1254/99) 39/99

Page 48—Paragraph 645, line 1; read:

(b) The draw of the CSX Transportation bridge, mile 0.9 at Rochester, ...
(FR 6/29/99; CL 1254/99) 39/99

Page 48—Paragraph 655, line 1; read:

(c) The draw of the CSX Transportation bridge, mile 146.2 between ...
(FR 6/29/99; CL 1254/99) 39/99

Page 49—Paragraph 687, line 1; read:

(b) The draw of the Norfolk Southern bridge, mile 1.5 at Ashtabula, ...
(FR 6/29/99; CL 1254/99) 39/99

Page 49—Paragraph 703, line 1; read:

(d) The draws of the Norfolk Southern bridge, mile 1.5 at Port Clinton, ...
(FR 6/29/99; CL 1254/99) 39/99

Page 49—Paragraph 705, line 1; read:

(a) The draw of the Norfolk Southern bridge, mile 3.5 at Sandusky, ...
(FR 6/29/99; CL 1254/99) 39/99

Page 50—Paragraph 717, line 2; read:

mile 1.07, Norfolk Southern railroad bridge, mile 1.80 and Norfolk Southern railroad bridge, mile 5.76, all at Toledo, shall operate as ...
(FR 6/29/99; CL 1254/99) 39/99

Page 74—Paragraph 1651, line 1; read:

(2) *General publications.* A currently corrected edition ...
(FR 6/29/99; CL 1254/99) 39/99

Page 80—Paragraph 1840; read:

§165.905 USX Superfund Site Safety Zones: St. Louis River.
(FR 6/29/99; CL 1254/99) 39/99

**COAST PILOT 9 19 Ed 1998 Change No. 6
LAST NM 21/99**

Page 67—Paragraph 1155, line 10; read:

able alternative to or sight for the activity.

(6) *Navigational transit.* Paragraph (a)(2) of this section does not prohibit a vessel in transit from passing through a strait, narrows, or passageway listed in this paragraph if the vessel proceeds in continuous transit and maintains a mini-

um of 1 nautical mile from the rookery site. The listing of a strait, narrows, or passageway does not indicate that the area is safe for navigation. The listed straits, narrows, or passageways include the following:

Rookery	Straits, narrows, or pass
Akutan Island	Akutan Pass between Cape Morgan and Unalga Island.
Clubbing Rocks	Between Clubbing Rocks and Cherni Island.
Outer Island	Wildcat Pass between Rabbit and Ragged Islands.

(CL 143/99; 50 CFR 227) 39/99

Page 110—Paragraph 549, line 10; read:

narrow channel, with depths of 2½ and 3¼ fathoms, is mid-way ...
(BP 161018) 39/99

Page 119—Paragraph 691, line 3; read:

yards N of the peak of Bettles Island. There are two sets of oil deflection boom buoys deployed at the entrance to Sawmill Bay. The first set of 8 buoys runs about 2,200 yards SW from the W point of the mouth to Johnson Cove. The second set of 6 buoys runs from Port Benney (60°03.8'N., 148°00.9'W.), in a SW direction to Sawmill Bay Light 3. In the event of an oil spill, containment booms will be extended along the buoys.
(CL 1415/98) 39/99

Page 124—Paragraph 810, line 2; read:

between Cheval and Rugged Islands. In 1998, a permanently moored submerged oceanographic instrument was deployed in 59°51'06"N., 149°29'54"W., about 2.7 miles W of Rugged Island. The instrument extends from the bottom to within 50 feet below the surface and may foul fishing gear. A quarter mile radius is recommended for vessels engaged in fishing. For further information, contact the Seward Marine Station at (907) 224-5261.
(19/98 CG17) 39/99

Page 138—Paragraph 1084, line 3; read:

Port Chatham Entrance Light (59°12.5'N., 151°46.6'W.), 40 ...
(LL/98) 39/99

Page 140—Paragraph 1113, line 4; read:

the cliff and is marked by a light. This rock is steep-to on its W side and the principal danger ...
(LL/98) 39/99

Page 140—Paragraph 1117, line 5; read:

the strength of the tidal currents. In September 1996, the marked ...
(LL/98; NOS 16646) 39/99

COAST PILOT 9 (Continued)

Page 153—Paragraph 1308, lines 2 to 3; read:
lights are prominent at night S and E of town.
(CL 700/99)

39/99

Page 196—Paragraph 796, lines 3 to 4; read:
and a church. Fishing is the principal industry. Two of the
old cannery buildings are still standing next to the river
entrance, but they are no longer used, as the fish ...
(CL 1377/93)

39/99

Page 196—Paragraph 798, line 3; read:
water. About 1.5 miles up ...
(CL 1377/93)

39/99

Page 342—Paragraph 6, lines 9 to 11; read:
over-the-counter sales offices at Distribution Division, River-
dale (see address above), and at 222 West 7th Ave #38,
Anchorage, AK 99531-7574. Visa, MasterCard, checks,
cash, and money orders are accepted.
(CL 277/96)

39/99